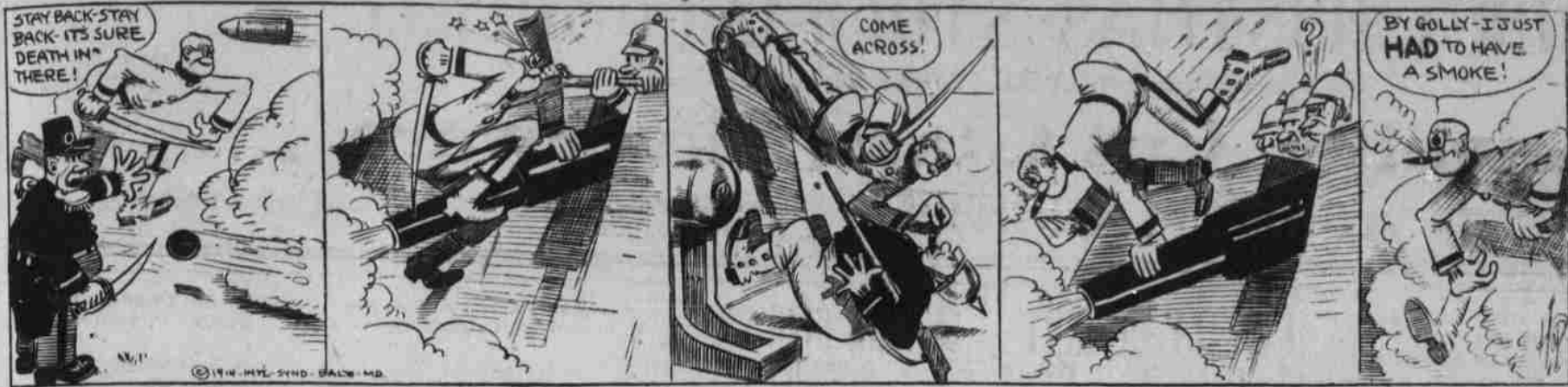


## SCOOP THE CUB REPORTER

## The Boss Captures A Fort Single Handed

## "By Hop"



## SCIENCE OF SUBMARINES TREATED BY ANY AMERICAN NAVAL OFFICER

(By Associated Press.)  
WASHINGTON, Dec. 1.—While American navy officers have watched with critical eyes the deadly work of torpedoes fired from submarines and of contact mines in the European war, nothing has developed as yet which indicates any radical change in battleship construction to offer greater defense against underwater attacks.

The problems presented are not new. They have been studied by naval constructors of every power since the Russian-Japanese war when many fine ships fell victim to mines and torpedoes. Proposals of many sorts have been discussed. Some have been adopted; but the theory of warship building still clings to concentration of offensive power in terms of larger guns, bigger and swifter ships and wider cruising radius, even at the expense of defensive armor.

The heavy losses sustained by the British navy by submarine attacks has brought up for renewed discussion the subject of armoring the bottoms of warcraft. Recent issues of English service journals have noted a plan to cover the entire bottom of a battleship with four inches of armor plating. It was urged that the experiment be tried with an old ship which should be subjected to actual test with the explosion against her hull of the most powerful modern torpedoes. The ship also would be driven into contact mines of various types to determine their effect, it was said.

American naval experts believe there is little doubt of the result. They say four inches of armor would resist any known torpedo or mine successfully. To equip a ship in that way, however, the enormous weight of the armor would require a reduction in weight elsewhere and the only way it could be accomplished

would be to reduce the size and number of guns, the thickness of surface armor, the weight of engines and coal capacity, and because of this last, the size of the ships themselves. With armored bottoms battleships would become slow, heavy vessels of small cruising radius and their usefulness as instruments with which to strike swift, terrible blows at distant points before word of their coming had gone out, would vanish. Cruisers and swift merchant vessels would take care only to keep out of range of their guns. The terrific power of the modern dreadnaught would be a thing of the past.

It is not impossible, however, that some degree of protection for the bottoms of battle craft will be considered in future. Heretofore constructors have relied almost wholly upon increasing numbers of watertight compartments to keep torpedoed ships afloat. The loss of the British battleship Audacious, one of the most modern fighting machines in the world, has shed new light on the subject. Details of that disaster are lacking, but many believe the Audacious ran into a mine which sent her to the bottom. Her compartments kept her afloat until her crew was rescued; but one by one they gave way under the increasing pressure of the water and finally she went down.

Navy officers are unwilling as yet to predict what effect on naval construction that will have. They say it is a question of balance between offense and defense in battleship construction and an old axiom that the greatest defense lies in the highest capacity for offensive work still holds good. It appears certain, however, that in planning new ships, the subject of armored bottom, or at least partial armor for the midships section of the bottom, will be carefully weighed.

unable to make their calculations, and will have to run the risk of their huge Zeppelins being wrecked by a sudden storm along the channel if they undertake a raid on England.

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## ENGLISH FINANCES.

To help along the demonetization of silver in the United States and Germany, the Indian council in London ordered the closing of the mints in India, to which the people had been wont, in time of stress, to carry their hoarded silver and silver ornaments and have them coined into rupees. A famine followed and hundreds of thousands of the people died of starvation because they could no longer convert their silver into rupees to buy food.

But of late years India has been producing vast amounts of cotton and wheat, which has been sent to England, to pay for which England has been forced to ship back immense sums of gold.

For three years past Mr. Moreton Frewen has been pointing out the danger of this and the remedy, but without avail. Now in the London Evening Post he publishes a "I told you so," which we copy as follows: To the Editor of the Evening Post:

Sir—I have not yet read the article in the Candid Quarterly to which you refer in your editorial today, nor is it desirable at the present to do more than ask those who have any evidence of a recent financial conspiracy to make careful notes now, before the ink is dry, pending an official inquiry later.

There is much that is inexplicable, and I assume that the chancellor of the exchequer has good reasons for not explaining the series of really appalling experiments to which the country has been subjected. For the moment it is enough to note that while Germany was straining every nerve to collect a vast gold reserve, we were driving a hundred millions of our gold into the hoards of India by experiments inaugurated in the India office, and quite unprecedented in economic history, whether in this or any other country. Those who care about such esoteric matters can read the complex details in the evidence the writer gave just a year ago before the royal commission on Indian finance (Vol. 2, p. 30). It is enough to say that had there been a German adviser in our India office he could not have more splendidly assisted both the finance of his fatherland and our debacle here.

And what do you make out of the procedure in August? From all over our empire vast supplies had been purchased by firms in Germany; these firms had in racing parlance just "gone for the gloves." How had they paid for these colossal purchases, running into hundreds of millions sterling? By giving bills accepted by German financiers who live in London. One important German house here, it is well known, a house

with some three millions of capital, had near thirty millions of these accepted bills. Had the ninety days elapsed, and had all these bills gone to protest, then, indeed, has chaos come again. But the government gave their guarantee, and a little later the general taxpayers is to be saddled with the losses.

But is not the frantic gamble of that German firm and others—is not over-trading such as this at exactly the moment psychologique—deserving presently of a commission to inquire? If the German government had itself guaranteed these German or ex-German financiers against ultimate loss, then the state of such a bill market as we had in early August stands revealed, and, the irony of it, it is the guarantee of our government pledged, when the Bank of England re-discounted this mass of paper, which has indemnified the German government against the loss!—Yours etc.,  
Nov. 5. MOETON FREWEN.

## NOTICE TO TAXPAYERS.

I have this day received from the Auditor and Recorder the Tonopah Tax Roll for 1914. Taxes are due, and by order of the Nevada State Tax Commission, will be delinquent Dec. 21, 1914.

N. K. FRANKLIN,  
County Treasurer and Ex-Officio  
Tax Collector. N30D5

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## DISSOLUTION OF PARTNERSHIP.

The firm of Erickson & Jessie, conducting the Turf saloon at Millers, Nev., has been dissolved this day, November 24, 1914, and all bills due the late firm must be paid to George Jessie, who will settle all bills against the firm. Andrew Erickson will not be responsible for any debts contracted after this date.

ANDREW ERICKSON.  
GEORGE JESSIE.

1914.

D116

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WEATHER REPORTS  
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PLANNING TRIPS

CENSOR CUTS OFF THE USE OF  
OBSERVATIONS FOR VERY  
GOOD REASONS.

(By Associated Press.)  
THE HAGUE, Dec. 1.—It is because the German Zeppelin aircraft seldom, if ever, undertake extensive operations unless favorable weather conditions are promised, that the French military authorities issued their recent order forbidding the publication of weather forecasts. Abbe Moreaux, director of the weather bureau, has explained how the cutting off of these reports will affect German calculations. He says that the order is no mere whim of the French censor, but is designed to bear vitally upon the much feared Zeppelin raid on England.

"It is clear," the abbe states, "that the desperate efforts of the Germans to reach the French coast between Dunkirk and Calais are prompted by their intention to attack England with Zeppelins. A dirigible balloon from Antwerp could go the distance of 320 kilometers (about 180 miles) to London, bombard the city and return to its base in less than ten hours. Such a trip, however, would have to be made under very favorable weather conditions."

Abbe Moreaux explains that in order to work out their weather predictions the Germans would require about sixty reports, which in normal times appear at a certain hour in the principal European cities. The most important weather stations are along the channel coasts, so that if France and England send no reports the others are practically valueless. So, he concludes, the Germans will be

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